

WALK BIKE QUESTIONNAIRE

2019 NASHVILLE METRO COUNCIL CANDIDATES



In preparation for the 2019 Metropolitan General Elections, Walk Bike Nashville distributed a Walking and Biking Candidate Questionnaire to Metro Council candidates. This questionnaire is intended to help educate the public about the positions and ideas of

each of the candidates. Walk Bike Nashville is a 501c3 non-profit, and as such we do not endorse or support any candidate.

These are the answers as we received them, unedited, from the candidates.

1. What would you do as a council member to promote walking and biking in Nashville?

Paul King

Tony Tenpenny

Ginny Welsch

-Ensure adequate funding for Metro Parks system operations as well as capital investments. As of 2015, Nashville spent \$27 less per capita less than the national average (\$50 vs \$77 average) and its total operating budget was the 2nd lowest among peer cities.

-Increase the percentage of fees that Parks keeps and reinvest in new parks, greenways, bike lanes and sidewalks. As of 2015, Nashville kept only 3% of fees, vs. 54% of fees kept by the next lowest peer city (Austin) and 93% of top peer city (Portland)

-Promote funding for implementation of master plans by Metropolitan Planning Commission, Nashville Naturally, WalkBike, Nashville Next and other key organizations and agencies

-Promote building Metro Parks' Plan to Play master plan for greenways

-Require developers to add sidewalks as part of new project approvals

-Ensure tax incentives given to corporations are tied to substantial livability improvements

-Implement traffic calming measures in neighborhoods and throughout the city to improve safety

-Increase funding for protected bike lanes

2. What will you do as a Council Member to reduce pedestrian fatalities and severe injuries in your district and all of Nashville?

Paul King	
Tony Tenpenny	
Ginny Welsch	<ul style="list-style-type: none"> -Reduce speeds on thoroughfares with high pedestrian and bike activity -Implement traffic calming measures across Nashville -Add crosswalks throughout Nashville and improve visibility of existing crosswalks through Quick Build projects

3. What will you do as a council member to enact WalkNBike and expand low-stress bikeways? If a plan for new bikelanes came across your desk that you had the authority to approve and you thought it was the right thing to do, Metro staff agreed, but a vocal minority were strongly opposed, how would you move forward?

Paul King	
Tony Tenpenny	
Ginny Welsch	<ul style="list-style-type: none"> -Work to ensure adequate funding for sidewalk repair and construction, and the Priority Bike Network -Conduct community meetings to listen to community concerns, and educate about the benefits and impact of bike lanes on safety and public health -Vote for the best interest of Nashville, which would be a vote in favor of bike lanes, making sure in the process that any legitimate concerns of the minority are addressed as best they can be

4. How can Metro Nashville reduce single-occupancy vehicle trips into downtown in order to ensure that new employees, Nashvillians, and visitors continue to have access to Nashville's urban core?

Paul King	
Tony Tenpenny	
Ginny Welsch	<ul style="list-style-type: none"> -Increase Rapid Bus service -Park and Ride locations on key arterial routes -Enforce High Occupancy Vehicle restrictions on the interstates -Allow more telecommuting for Metro employees

5. The WalkNBike Plan states that only 19% of Nashville’s streets have sidewalks. How can Metro expand our sidewalk network? As a council member, what would you do to support this?

Paul King	
Tony Tenpenny	
Ginny Welsch	<p>-No tax incentives for big business without dedicated funds for infrastructure improvements</p> <p>-Metro's budget process must focus on increasing revenue to address key needs: education and infrastructure. As a council member, I would commit to exploring every opportunity to do that.</p>

6. Transportation remains severely underfunded in Nashville and lacks a dedicated, consistent funding source. Which of the follow options would you support? Please explain.

- A. Referendum to raise sales tax, business tax hotel/motel tax, and/or wheel tax
- B. Increasing property taxes and using those funds for transportation
- C. Bonds
- D. Other _____
- E. None of the above

Paul King	
Tony Tenpenny	
Ginny Welsch	E. None of the above

6. b. Please explain your response to the options above.

Paul King	
Tony Tenpenny	
Ginny Welsch	<p>None of the above singularly. We need a regional solution that includes neighboring counties, and that can build support for state and federal funds.</p> <p>-No raise sales or wheel tax</p> <p>-Increase property tax to fund transportation and education</p>

7. What are your thoughts about the Metro Traffic Calming Program? Should speed-management (either lowering speed limits or adding physical traffic calming) be used to slow car speeds? If so on what type of streets?

Paul King

Tony Tenpenny

Ginny Welsch

-Traffic calming is simple, inexpensive and highly effective when implemented correctly; needs to be implemented as a strategic system of design and management strategies across the city's non-connective residential streets.

-Speed management is important, and should be based on road user mix; need to begin changing the collective perception of the use of our residential streets from an avenue solely for automotive transit to multi-modal uses, including walking, biking, recreational, social and beautification uses.

-Lowered speed limits -Narrowing traffic lanes and widening sidewalks to change the perceived purpose of the road

-3D painted crosswalks

-Adding vertical elements such as trees to narrow the "optical width" of the street, which promotes slower driving

-Adding stop signs and/or crosswalks on long residential streets to force cars to slow and stop

-Building U-shape streets in new subdivisions to eliminate residential streets from being used for cut-throughs

-No physical barriers, such as speed bumps and rumble stripes